

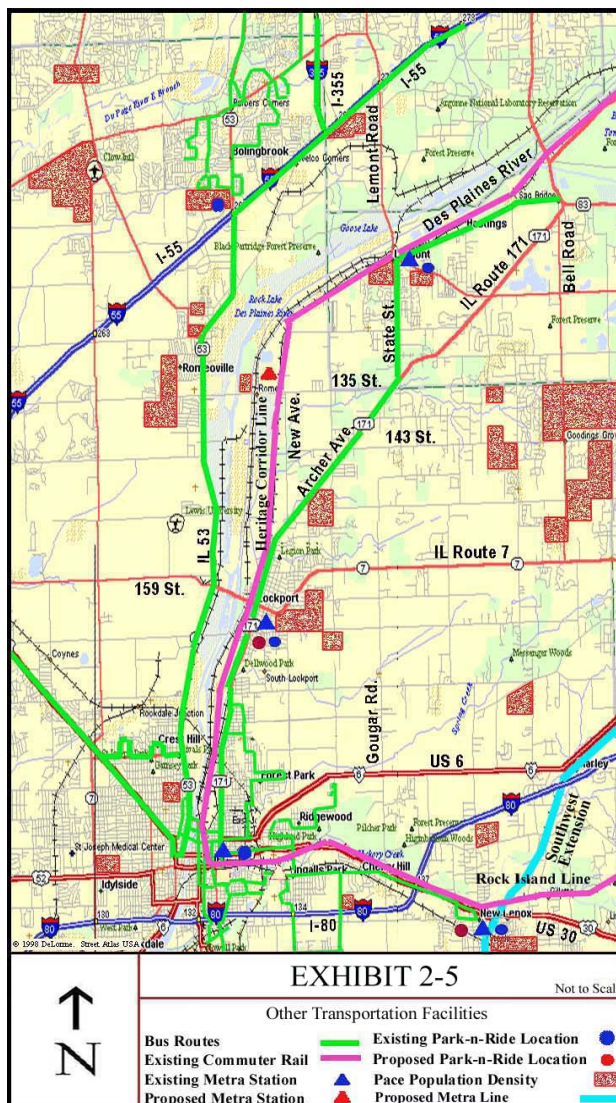
providers and local officials and includes a number of proposed roadway projects not listed in the 2020 RTP and current programs*, but anticipated to be implemented by year 2020 based on state and local roadway priorities, funding levels and need. Exhibit 2-4 locates these additional roadway improvements. [Draft SEIS, Section 3.2.1](#) further defines the No-Action (Baseline) Alternative.

2.2.2 Other Transportation Facilities

Other existing and planned public transit facilities within the Project Corridor include bus routes, commuter rail, Amtrak passenger rail, freight rail and the Chicago Sanitary and Ship Canal. Exhibit 2-5 inventories these facilities. Refer to the [Draft SEIS, Section 2.2.2](#) for additional information addressing other transportation facilities.

2.2.3 Traffic Projection

Traffic data for existing conditions (1995) is presented in [Draft SEIS, Exhibit 2-6](#). Traffic projections for each proposed Alternative are presented in the [Draft SEIS, Section 3.3](#). NIPC developed two separate socioeconomic forecasts: a No-Action (Baseline) scenario and a Build scenario. The No-Action (Baseline) scenario included implementation of No-Action (Baseline) roadway improvements. The Build scenarios, which was utilized for all three Build Alternatives (Tollroad/Freeway, Lemont Bypass and Enhanced Arterial), incorporated the same set of No-Action (Baseline) improvements with the respective proposed improvements.



The Chicago Area Transportation Study (CATS) prepared the ADTs for existing conditions within the Project Corridor. CATS also developed future traffic projections for the No-Action (Baseline) Alternative and each of the Build Alternatives based on the population and employment forecasts created by NIPC. Refer to the [Draft SEIS, Section 2.2.3](#) for additional traffic projection information.

* Used the best available information in the early spring of 1999, which was the 1998-2002 TIP.